

PHASING DIAGRAM

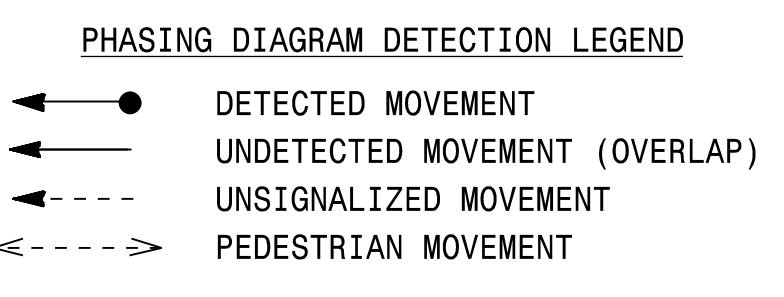
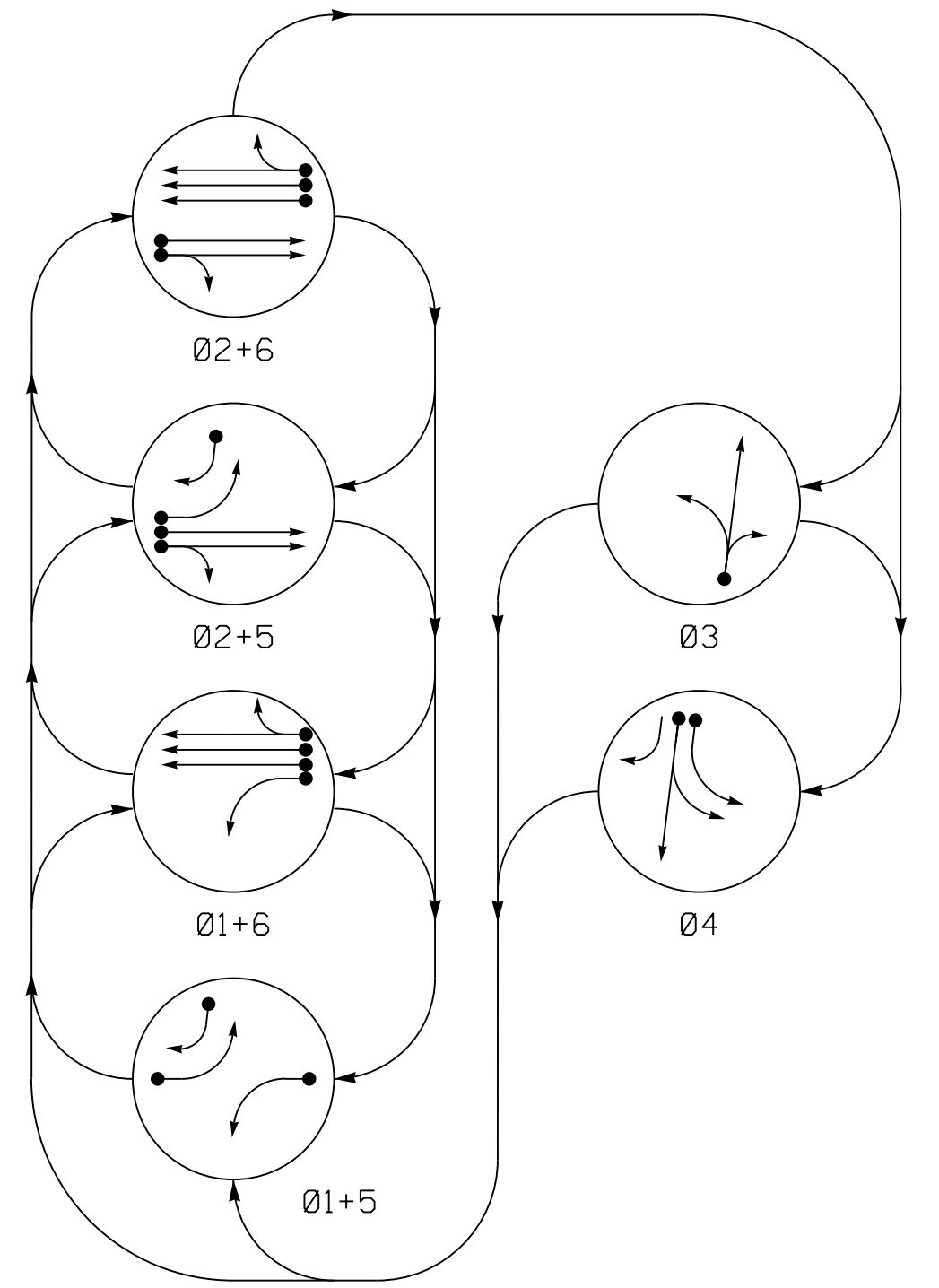
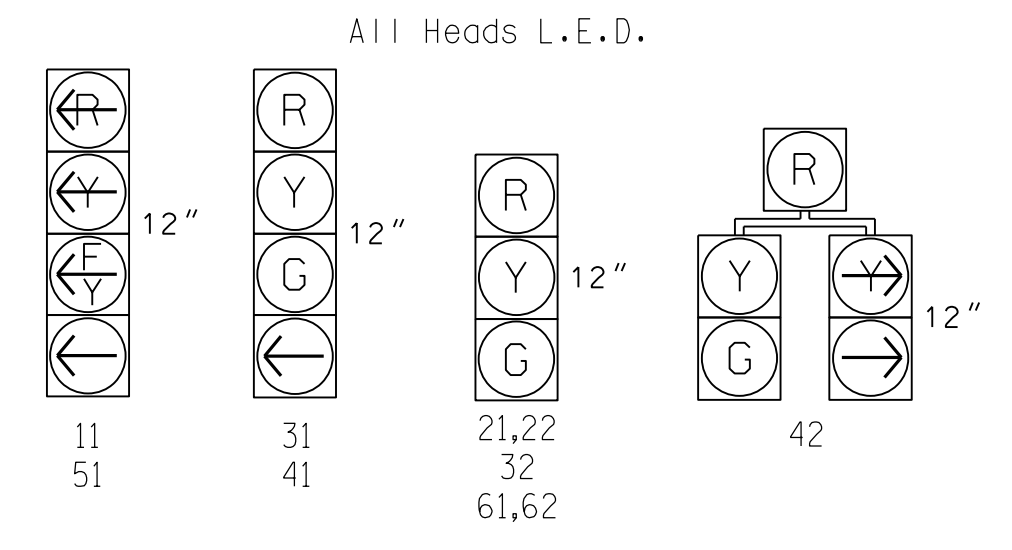


TABLE OF OPERATION

SIGNAL FACE	PHASE					
	Ø 1+5	Ø 1+6	Ø 2+5	Ø 2+6	Ø 3	Ø 4
11	←	←	←	←	←	←
21,22	R	R	G	G	R	R
31	R	R	R	R	G	R
32	R	R	R	R	G	R
41	R	R	R	R	G	R
42	R	R	R	R	G	R
51	←	←	←	←	←	←
61,62	R	G	R	G	R	R

SIGNAL FACE I.D.



ASC/3 DETECTOR INSTALLATION CHART

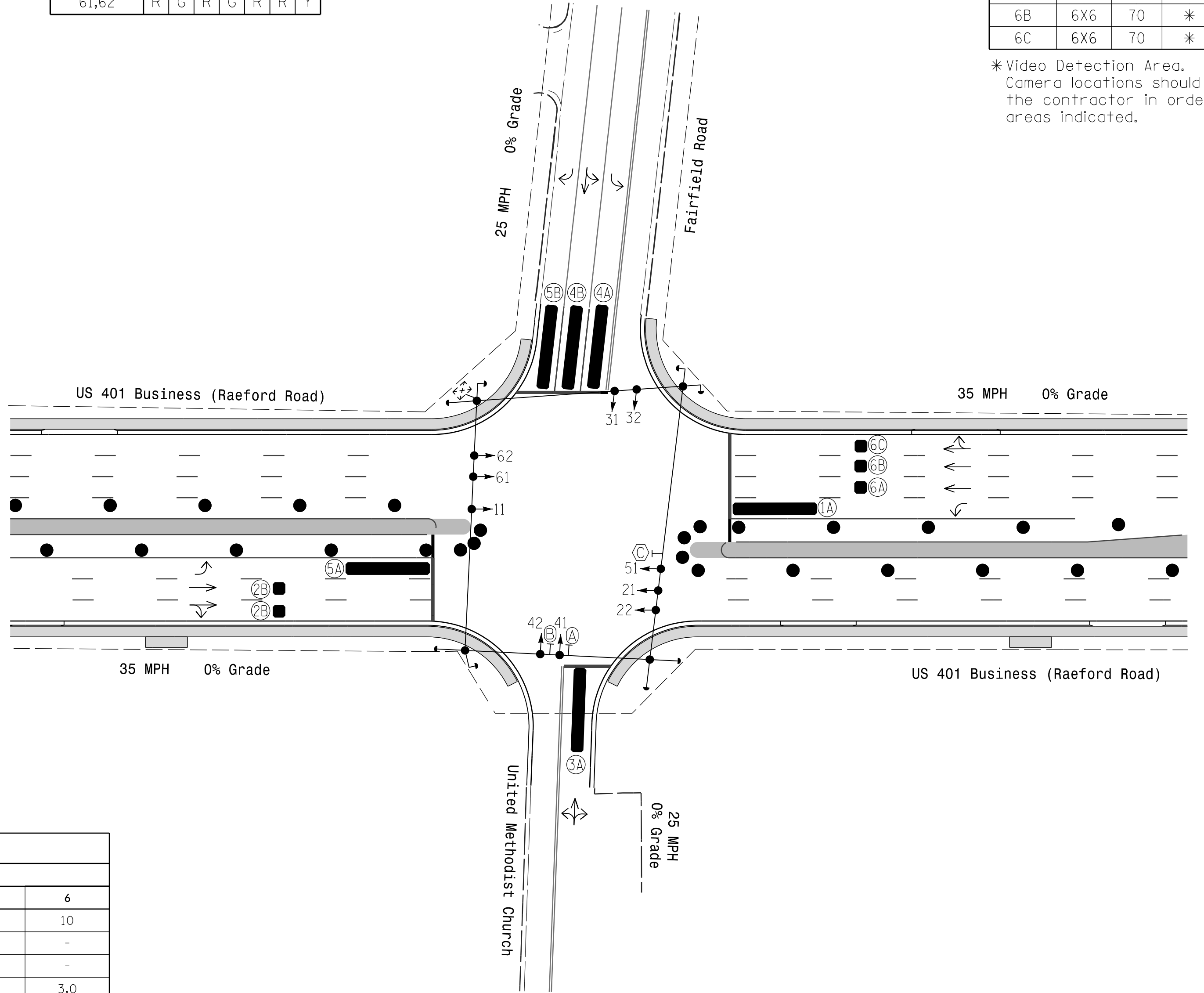
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	PROGRAMMING							
				NEW LOOP	PHASE	CALLING	EXTEND TIME	DELAY TIME	UUSE ADDED INITIAL	TYPE	SYSTEM LOOP NEW CARD
1A	6X40	0	*	-	1	Yes	-	-	-	S	-
2A	6X6	70	*	-	2	Yes	-	-	-	S	-
2B	6X6	70	*	-	2	Yes	-	-	-	S	-
3A	6X40	0	*	-	3	Yes	-	5	-	S	-
4A	6X40	0	*	-	4	Yes	-	3	-	S	-
4B	6X40	0	*	-	4	Yes	-	-	-	S	-
5A	6X40	0	*	-	5	Yes	-	-	-	S	-
5B	6X40	0	*	-	5	Yes	-	15	-	S	-
6A	6X6	70	*	-	6	Yes	-	-	-	S	-
6B	6X6	70	*	-	6	Yes	-	-	-	S	-
6C	6X6	70	*	-	6	Yes	-	-	-	S	-

* Video Detection Area. Camera locations should be confirmed in the field by the contractor in order to provide detection of the areas indicated.

6 Phase Fully Actuated Fayetteville Signal System

NOTES

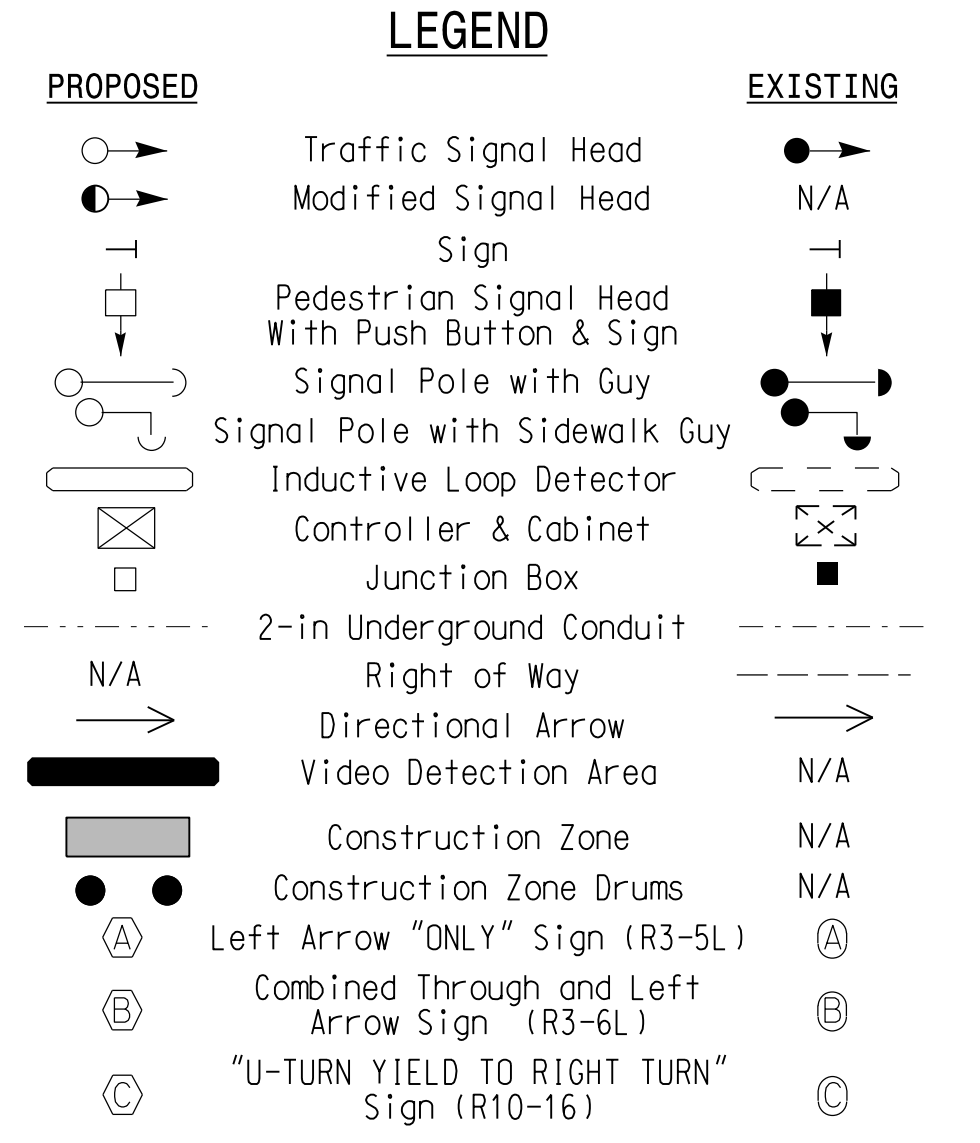
- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or Phase 5 may be lagged.
- The order of Phase 3 and Phase 4 may be reversed.
- Reposition existing signal heads numbered 21,22,61 and 62.
- Set all detector units to presence mode.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



ASC/3 TIMING CHART

FEATURE	PHASE					
	1	2	3	4	5	6
Min Green *	7	10	7	7	7	10
Walk *	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-
Veh. Extension *	2.0	3.0	2.0	2.0	2.0	3.0
Max 1 *	15	45	20	15	15	45
Yellow	3.0	3.8	3.2	3.2	3.0	3.8
Red Clear	3.3	2.0	3.1	3.1	3.5	2.0
Red Revert	-	-	-	-	-	-
Actuations B4 Add *	-	-	-	-	-	-
Seconds / Actuation *	-	-	-	-	-	-
Max Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
Locking Detector	-	X	-	-	-	X
Recall Position	-	VEH. RECALL	-	-	-	VEH. RECALL
Dual Entry	-	-	-	-	-	-
Simultaneous Gap	X	X	X	X	X	X

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.



Signal Upgrade Temporary Signal Design 3 - TMP Phase III

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Prepared for the Offices of:
 Transportation Mobility and Safety Division
 STATE OF NORTH CAROLINA
 Signal Design Section
 750 N. Greenfield Pkwy, Garner, NC 27526

US 401 Business (Raeford Road) at Fairfield Road/ United Methodist Church
 Division 6 Cumberland County Fayetteville
 PLAN DATE: March 2018 REVIEWED BY: E D Harris
 PREPARED BY: G B Spell REVIEWED BY: B L Watson

PROFESSIONAL SEAL 29449
 JEFFREY L. WATSON
 ENGINEER
 3/29/2018
 DATE

3/29/2018 10:45:00 AM
 User: rfmancey
 Path: \\c:\projects\signal\design\phase_3\4405\signal\design\06-000113.dgn

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REVISIONS	INIT.	DATE